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St. Thomas.—Quarantine is in force there against Bahia, Colon, Cuba, Key West, Panama, Para, Tampico, and Vera Cruz, for yellow fever, and against Alexandria, Bombay, Calcutta, Hongkong, Mauritius, Santos, and Paraguay for plague.

St. Vincent.—Quarantine is in force there against Bahia, Panama, Para, and Rio de Janeiro.

Trinidad.—Quarantine is not in force there against any place except Panama and Para.

Respectfully,

JAS. SANDERSON,
Clerk, Quarantine Board.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

BRAZIL.

Reports from Rio de Janeiro.

Plague at Santos.

RIO DE JANEIRO, *November 16, 1899.*

SIR: It seems that the plague at Santos is stationary. Since the 7th instant no new or suspected case has been sent to the isolation hospital. The last report, on November 9, was as follows: There existed 14 patients in the isolation hospital—11 from plague, 2 suspected, and 1 typhoid fever. Since then there has been no fatal case, 5 plague patients have recovered and have been discharged, and also the 2 suspected cases and the 1 case of typhoid fever. Therefore, at present, the total number of patients at the isolation hospital is 6, suffering from plague. All patients are in a reassuring state.

Plague at Sao Paulo.

In addition to the case already reported, there has occurred at Sao Paulo still another case of plague. The patient in this case is also a child, who, on November 10, was taken to the isolation hospital, where it died on the 11th. The places of residence of these 2 children attacked by plague are very distant from each other, and there has been no contact between them. The father of the deceased has not been at Santos, nor has he been in contact with persons arriving therefrom.

Plague and yellow fever on board of ships.

The administration of the Austrian Lloyd at Trieste announced that on board of the steamship *Berenice*, bound from Brazil to Europe, there occurred 3 deaths from plague. The steamship *Berenice* left Santos on October 18, arrived at the port of Rio de Janeiro, where it was under quarantine, and went to Europe. The entrance to the port of St. Vincent for taking coal was interdicted and the steamer was sent to a quarantine station.

On board of the steamship *Chili* of the Messagerie Maritime Company, bound here from Buenos Ayres in the second half of October, there occurred 2 deaths, one of a passenger and the other of a steward. The cause of the deaths was considered yellow fever.

The French steamship *Laplata*, of the same company, left Rio de Janeiro October 10, bound to Bordeaux. Among all on board, there has been good health. A lady, who took passage at Dakar, fell sick during the last part of the voyage and died at Bordeaux from yellow fever.

Quarantine.

The city and port of Lorenzo Marquez has been declared *infected*, and all the Portuguese ports of East Africa, from Delagoa up to Cape Delgado, of the Province of Mozambique, as *suspected*.

New sanitary regulations.

The new sanitary regulations, which were signed at Buenos Ayres on the 2d instant, by Dr. Hilde and the Brazilian secretary of legation and have gone into force and which are designed to regulate all traffic between Brazil and Argentina from November 15 to May 15, are as follows:

1. That from November 15 to May 15 of every year and until further notice, all vessels arriving here with passengers from the ports of Rio de Janeiro or Santos will be subject to the following:

2. Vessels carrying third-class passengers must not take steerage passengers in either of the two mentioned Brazilian ports unless they present a document from the shore authorities certifying that they have not been in contact with yellow-fever patients and are not attacked by yellow fever, and also that their clothes and luggage have been washed and disinfected previous to their embarkation.

3. Masters of vessels carrying first-class passengers will not receive others in Rio de Janeiro or Santos unless presented with a certificate, stating that bearer is not sick with yellow fever and certifies that their baggage has been disinfected previous to embarkation. Said certificate may be obtained from the family or nearest doctor.

4. The masters of passenger-carrying steamers must not allow any person on board (passenger or crew) to land in either Rio de Janeiro or Santos, and if this is impossible to insist on a medical certificate (similar to that of Rio de Janeiro or Santos passengers) when the person or persons return on board.

5. During the above-mentioned period (article 1) either an Argentine doctor or sanitary guard must travel on the passenger-carrying steamers from, or having called at, the mentioned ports. Said doctor or sanitary guard to make account of the steamer through the medium of the health board.

6. A sanitary commission, composed of an Argentine and a Brazilian doctor, will be established in the ports of Rio de Janeiro and Santos in order to certify to the doctor's certificates presented by passengers before boarding any steamer.

7. Under these conditions, all vessels arriving here from the two mentioned Brazilian ports will be granted free pratique in the roads after a disinfection of twenty-four hours, during which the disinfection of first-class passengers' luggage will be effected, and on condition that the vessel has employed six days from the hour of departure from Rio de Janeiro or Santos to the hour of visitation in the roads. In all cases, steerage passengers and their luggage, and suspicious cargoes (likely to carry contagion) will be landed at the Argentine quarantine station of Martin Garcia to undergo an eight days' quarantine, counting from the hour of departure from Rio de Janeiro or Santos.

This convention, since its publication, has met with opposition, both from a political standpoint in the press and from medical point of view by several physicians, who have made the convention the subject of a

discussion at the academy of medicine, where the question still continues to be discussed.

Respectfully,

W. HAVELBURG, M. D.,

Acting Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

Inspection service at Rio de Janeiro.

RIO DE JANEIRO, *November 17, 1899.*

SIR: I here proceed to answer the circular letter, dated September 20, received here on November 7.

From July 1, 1898, up to June 30, 1899, there left here 274 ships bound to ports of the United States. On board of those ships were conveyed 507 steerage passengers.

From July 1 up to the present date there have left 76 ships bound to ports of the United States, and they have conveyed 247 steerage passengers and immigrants.

The sanitary inspection of the ships and passengers has been effected in the following manner:

If the captain calls at the consulate, applying for the respective bill of health, inquiries and an examination of the crew list shows, whether on board there has occurred, during the respective period, any death among the crew.

Whenever a case of an infectious disease occurs aboard, the Brazilian authorities order the removal of the ship to the quarantine part of the port. (There is hardly ever any epidemic disease here except yellow fever.) The ship remains at that point for seven or ten days, is disinfected and also inspected by the authorities. When such a ship is about to leave this port, bound to the United States, I always go on board in order myself to inspect the crew before departure. In almost all cases I have been previously informed in regard to occurrences on board through my visits to the hospitals, and my connection with the agencies, captains, ship chandlers, etc.

Each ship that conveys passengers is inspected by me. In conformity with the immigration laws and regulations, August 16, 1898, a list has to be issued by the ship agency designating all the steerage passengers and for the last few months also such first-class passengers as are foreigners and intend to remain in the United States (immigrants).

If there is a physician on board I examine with him all persons whose names are on the list.

Then I deliver to the physician for each inspected person an inspection card, such as is prescribed by the quarantine laws and regulations, April 26, 1894, Article V, section 2; and if there is no physician on board, those cards are delivered to the captain.

On that occasion the baggage is also inspected. Up to the present there has been no occasion for me to object to the departure of any person on account of an infectious disease, and therefore to order the disinfection of the baggage of this and the other passengers; at the same time I give with the inspection card two red inspection cards, in conformity with Article V, section 10.

The favorable results, which has been observed during my time, of there being conveyed to the United States only persons in perfect health, is a consequence of the knowledge of the steamer agencies that they have to pay the expenses and the retransportation of the passen-